

COMMENCING APRIL 1st 1876, trains  
on this road will run as follows:  
LEAVE RICHMOND SOUTH  
5:10 A.M., THROUGH MAIL daily (except Sun-

day; connecting for all points South and West. Sleeping-car attached runs 12:00 P. M. to 12:00 A. M.

1:45 P. M. THROUGH MAIL daily, connecting for all points South and West. Passengers taking this train will not make close connection at Petersburg for Norfolk.

5:20 P. M. LIGHT MAIL (except Sunday), with coach attached.

LEAVE PETERSBURG MONDAY

7:00 A. M. THROUGH MAIL daily (except Sunday) with coach attached.

12:00 M. THROUGH MAIL daily, connecting for all points North, Richmond and Potomac railroads, Fredericksburg and West.

7:35 P. M. THROUGH MAIL daily (except Sunday), connecting for all points North, Richmond, Fredericksburg and Potomac railroads.

**THE 5:10 A. M. TRAIN** from Richmond, and 7:35 P. M. train from Petersburg will stop at all stations.

**THE** only line with double daily trains mak<sup>ing</sup> close connections with the Chesapeake, Columbia, Augusta, Savannah, and the S.W.

**THE** only line will leave Richmond at 1:45 P. M. MONDAYS, WEDNESDAYS, and FRIDAYS.

**THE** only train leaving Petersburg will start from the Accomack depot.

mb 28      A. SHAW, Superintendent.

**RICHMOND, YORK RIVER AND CHESAPEAKE RAILROAD COMPANY.**

**OFFICE OF THE GENERAL MANAGER.**

**G**REAT REDUCTION  
 RICHMOND, VA., March 13, 1876.  
**REDUCTION IN PASSENGER FARE.**  
**SCHEDULE OF TRAINS.**  
**PASSENGER TRAINS** leave West Point Daily at 8 A. M., arriving at Richmond at 12 A. M., leave Richmond at 8 P. M., arriving at West Point at 2 P. M.  
 Trains connect at West Point with steamers from Baltimore and all eastern points on **WEDNESDAYS, FRIDAYS, SUNDAYS, and SATURDAYS**, and with steamers for Baltimore and ANNA'S, and with **MONDAYS, WEDNESDAYS, and FRIDAYS.**  
 Fare to Richmond and return..... \$ 1.00  
 Fare to Baltimore and return..... \$ 3.00  
 Fare to Washington..... .00

Fare to New York..... 6 50  
 Fare to Boston..... 9 50  
**THE GREAT NORTHERN TRAINS** leave twice a week, at 8 A. M. on **WEDNESDAY, FRIDAY, and SUNDAY**, connecting at West Point with the steamers, and delivering freight in Baltimore early in the morning. They leave Baltimore at 2 P. M., arriving at Richmond at 8 A. M. and connecting with the Through Freight Trains on the Chesapeake and Delaware railroad for all southern ports.  
**EXPRESS FREIGHT** received on **MONDAY**, **WEDNESDAY** and **FRIDAY** before 2 P. M. will be delivered in Baltimore the next morning at 8 A. M.  
**LOCAL FREIGHT TRAINS** with passenger-coaches attached leave Richmond at 8:30 A. M. on **TUESDAYS, THURSDAYS** and **ATURDAYS**, and arrive in Baltimore on the same days at 11:55 A. M., arriving at Richmond at 1:30 P. M.

The management takes pleasure in announcing to the traveling public, and shipbers that the steamers of this line between New York and Newport have been refitted in the most thorough manner for the accommodation of passengers en route.

Travellers taking this line arrive in Baltimore in ample time to connect with the rail lines for Philadelphia, New York, Boston, and all eastern and western points.

Freights will be given the utmost dispatch. No transshipment of freight to or from southern points.

H. T. DOUGLASS, Superintendent.  
Freight Office, No. 101, N. E. corner, mb 13

**CHESEPEAKE AND OHIO RAILROAD,  
PASSENGER DEPARTMENT,  
RICHMOND, VA., March 4, 1876**

**ON AND AFTER MARCH 5, 1876, PAS-**

Leave Richmond	Arrive	Hours	Minutes	P. M.
Arrive at Gordonsville	12:40	P. M.	1:18	A. M.
Arrive at Washington	7:40	P. M.	7:40	A. M.
Arrive at New Market	8:40	P. M.	8:40	A. M.
Arrive at Lynchburg	5:30	P. M.	9:15	A. M.
Arrive at Staunton	4:18	P. M.	4:19	A. M.
Arrive at Harrisonburg	6:18	P. M.	6:19	A. M.
Arrive at Millboro	6:38	P. M.	6:39	A. M.
Arrive at Covington	8:25	P. M.	7:35	A. M.
Arrive at New River	9:25	P. M.	8:35	A. M.
Arrive at White Sulphur	10:30	P. M.	8:42	A. M.
Arrive at Hinton	12:15	A. M.	10:30	A. M.
Arrive at New River	1:15	A. M.	10:30	A. M.
Arrive at Christiansburg	7:08	A. M.	2:53	P. M.
Arrive at Harrisonburg	9:40	A. M.	4:55	P. M.
Arrive at Staunton	10:40	A. M.	5:55	P. M.

Train leave Richmond at 9:08 A. M. run daily (except Sunday), stopping at all regular stations, and returning to Richmond at 10:00 P. M. stopping at Hanover, Louisa, Gordonsville, Char-

lottesville, Ivy, Mechum & River, Greenwood, Waynesboro, Charlottesville, Lexington, Arlington, Albemarle, and at regular stations west of Allegheny.

Accommodation trains leaves Richmond for Gordonsville at all intermediate stations (except Sunday) at 4:35 P.M.

Trains arrive at Richmond as follows:

Express Train from Washington at 6:00-6:45 A.M.  
Mail Train daily (except Sunday) at 8:00-5:40 P.M.  
Accommodation Train daily (except Sunday) at 7:10 A.M.  
Trains coming into Richmond stop at stations as above.

Connections are made close connection with trains of the Richmond and Danville and Richmond and Petersburg railroads, both to and from Richmond.

For rates, fares, time tables, apply at 88 Main street, or at company's offices.

CUNAWAY & HOWARD,  
General Agents

mb 4  
W. M. S. DUNN, General Manager.

**BALTIMORE AND OHIO RAILROAD**  
FOR THE NORTH AND WEST.

Leave Richmond at 2:35 P. M., and 10 P. M.  
Potomac boat connects at B-ld with through  
sleeper for New York.

G. H. COLE,  
General Ticket Agent.  
J. P. DUCKWORTH,  
Southeastern Passenger Agent.  
T. R. SHARP,  
Master of Transportation.

mb 8-3m

**CHAMBLISS, FRED & POTOMAC R. R. CO.,**  
OFFICE GENERAL TICKET AGENT,  
RICHMOND, January 3, 1876.

**CHRENDICE**

**2:35 P. M.** leaves Byrd-Street station daily, connecting with the Baltimore and Ohio railroad at Shepherdsonia; due at Camden station, Baltimore at 9:15 P. M., and with New York train (THRU) at NEW YORK, and with New York night express at Buffalo and Potomac railroad at Washington, arriving at Charles-Street station, Baltimore at 10:50 P. M.

**3:05 P. M.** leaves Washington to NEW YORK.

**10:00 P. M.** leaves Byrd-Street station (Sundays excepted), connecting at Washington with the Baltimore and Potomac and Baltimore and Ohio railroads.

**9:05 P. M.** leaves BALTIMORE TRAIN for

Handover Junction, leaves Broad-Street station (Sundays excepted)  
**5 A. M.** arrives at Byre-Station station (Mondays excepted)  
**1:30 P. M.** arrives at Byre-Station TRAIN daily  
**8:37 A. M.** leaves Broad-Street station (Sundays excepted)  
 Parlor-cars on day trains.  
 Pullman sleepers on night trains.  
**FREIGHT TRAINS** leave Broad-Street station  
 for **WEDNESDAY** and **SATURDAY**  
**NIGHTS** for all points North and West, and  
 arrive on **MONDAY**, **WEDNESDAY** and **FRIDAY**  
**MORNING**.  
 Through freight trains, and rates given, perhaps  
 upon giving notice at depot, can obtain  
 freight at Bouillon on preceding evening.  
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**E. T. D. MYERS,**  
 General Agent.

J. A. TAYLOR,  
 General Freight and Ticket Agent.  
 RICHMOND AND DANVILLE RAILROAD CORP.  
 RICHMOND, Va. January 19, 1876.  
**SCHEDULE OF TRAINS.—TRAIN NO. 3.**  
 S.—THROUGH MAIL—NEW YORK TO THE SOUTH.—Leaves Richmond at 8:30 A. M.; leaves Danvers at 1:29 P. M.; leaves Danville at 1:43 P. M.; leaves Richmond at 6:54 P. M.; leaves Danville at 7:15 P. M.  
**TRAIN NO. 4.—NEW YORK AND CHESAPEAKE EXPRESS, RICHMOND TO JUNCTION.** At 6:25 A. M.; leaves Danville at 8:30 A. M.; leaves Richmond at 10:58 P. M.; leaves Danville at 11:58 P. M.; leaves Richmond at 6:51 P. M.; arrives in Richmond at 9:38 P. M.

P. M.  
**TRAIN NO. 5.—LYNCHBURG ACCOMMODATION.**  
 Westward—Leaves Richmond at 9 A. M.; arrives  
 at Burkeville at 12:30 P. M.; leaves Burkeville at  
 3 P. M.; arrives Lynchburg at 5:20 P. M.  
**TRAIN NO. 6.—LYNCHBURG ACCOMMODATION.**  
 Eastward—Leaves Burkeville at 1:30 P. M.;  
 arrives Richmond at 4:30 P. M.  
**TRAIN NO. 7.—LOCAL BURKEVILLE ACCOM-**  
**MODATION (daily except Sunday).** Westward—  
 Leaves Richmond at 7 P. M.; arrives at Burkeville at  
 10 P. M.  
**TRAIN NO. 8.—LOCAL BURKEVILLE ACCOM-**  
**MODATION (Eastward).** Leaves Richmond at 5:58  
 P. M.; arrives at Burkeville at 12 M.  
**Trains Nos. 3 and 4 connect at Greenboro** with  
 the Chesapeake and Potomac railroad  
 trains to and from **Baltimore and Washington.**  
 The through trains connect at **Richmond, Fredericksburg**  
 and **Washington.**

and Potomac railroads, and Washington, Baltimore, and Annapolis and Eastern Shore railroads, and to and from Atlantic Midland and Great Annapolis and Washington, Philadelphia, and New York.

Trains Nos. 3 and 4 connect at Charlotte with the Washington, Baltimore and Annapolis and Richmond Air-Line railroads and from Greenville, Atlanta, Norfolk, and Norfolk and Southern railroads, and from Washington, Baltimore, and Annapolis railroads for Columbia, Augusta, Savannah, Tallahassee and all points on the Florida Gulf, Atlantic, and Gulf railroads, and the Jacksonville, Mississippi and Ohio railroad, from Lynchburg, Chattanooga, and all southward and westward points, and from the Louisville and Nashville and southwestern points, and bargeage checked through.

Unbroken gangs from Richmond to New Orleans, Fullerton, Mobile and all other points.

Low rates on crops are good only for a continuous season.

Low rates on the potato named on the ticket. No charge to the potato named on the ticket. No charge

over coaxes will be given.

T. M. E. TALCOTT,  
General Superintendent.

JOHN E. MACHWARD,  
General Passenger Agent.

1890

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**PINE EARLY ROSE SEED POTATOES**, direct from Maine, for sale by  
J. B. LEE.

1890